

Captain's  
Journal from  
Cardiff to  
San Francisco  
1886



# Ship Palestine from Cardiff Towards

October 27<sup>th</sup> 86 - Dist Run Sat

At 7 AM. came on board in a Long  
Tug Boat, Blowing a Gale from Bar  
the East and very rough sea on had, was  
to be held up over the Stearn in a bowline  
at 8 AM Ship struck adrift, commenced to  
heave in Chain, at 10 AM got the Anchor  
up in sight and found the flukes were  
broken off and two rings were gone off  
the stock, Made sail and proceeded down  
channel, Blowing a Gale from East, was obliged  
to put to sea to save the Ship, This day ends  
at noon to commence the Sea Day.

October 28<sup>th</sup> 86, Dist Run from Sunday Island 130  
Commences with a gale from East Sat 50-30  
At 1-30 discharged the Pilot off Long 7-58  
Mot Bay and proceeded on our Bar  
voyage, At 4.30 past Sunday Bar  
Island wind some lighter with  
Rain, Middle and latter wind the  
same with Rain, at noon clouds broken  
and sea from S.W, saw several vessels, got  
an observation at noon, wind lighter, S.E

October 29<sup>th</sup> 86 Dist Run 77 miles Sat 49.56  
First part wind light from S.E, Long 9-16 M  
all sail set, crew at various work Bar 30  
Middle part moderate & light Bar 2-16  
winds from the South with light Rain  
Latter part moderate breezes from  
the S by W and Rain, Ship heading  
to the West, sea from S.W,  
(Capt Well)

# San Francisco S.P. Emmons Master

Oct 30<sup>th</sup> 86 - Dist Run 80 miles Sat 49-02

All of this Day wet with heavy  
Rains at times, wind has been Bar 30 -  
all around the compass and strong Bar 2-16 M  
at times, at noon Calm, sea from S.W  
Bark in sight, looks misty, Cap not smart  
to Day

Oct 31<sup>st</sup> 86 Sunday, Dist Run 90 miles Sat 48-05

All of this day good strong wind, Long 10-43 M  
from S.W varying at times to the Bar 30  
westward, weather cloudy, mostly Bar 2-16  
sea, at noon clouds broken, weather cool,

Nov 1<sup>st</sup> 86, Monday, Dist Run 118, Sat 46-47

First part strong wind from S.W Long 10-35  
Middle part strong wind & very Bar 30 1/2  
squally wind canting to the west Bar 2-16  
Short and sail & wore ship to S.W, latter  
part the same as the middle, heavy  
sea from the west, weather cloudy,  
Ship tight, Capt well,

November 2<sup>nd</sup> 86 - Tuesday, Dist Run 96 Sat 46-13

First part strong S.W wind, at 8 Long 11-58  
P.M. had a squall from the West Bar 30 1/2  
with Rain wore ship to S.W, mid Bar 2-16 M  
all part good strong breezes & a heavy  
sea from the west, Latter part Calm  
Ship Rowing heavy & chafing sails  
and Rigger back, weather cloudy,  
Capt well but Cross & out of sorts,



Ship Palestine from Cardiff Toward  
November 3<sup>rd</sup> 86 - Wednesday Dist Run 67 miles

First part calm and a heavy sea Sat  
from the Westward. At 5 P.M. Long  
rose ship to N.W. wind light from Bar  
S.W. Middle part wind strong from bar  
S.W. Cloudy first all the light sails  
Latter strong gales from S.W. & heavy Rain  
Reefed the Top sails, blowing hard, at  
noon wind canting to the West & more  
moderate (Ship tight) Capt well,

Nov 4<sup>th</sup> 86, Thursday Dist Run 100 - Sat  
Commenced with misty weather and Long  
wind canting to the West, at 1 P.M. Bar  
rose ship to S.W. and made sail Bar  
Middle & Latter part wind light from  
West and a heavy sea from N.W. Ship  
Rowling heavy, Ends with cloudy weather  
and light winds from N.E. (Capt well)

Nov 5<sup>th</sup> 86, Friday, Dist Run 77 miles Sat  
First part moderate breeze from S.W. Long  
Middle part strong Gale from S.W. Bar  
and heavy Rains Shortened sail, At mid bar  
night first all but lower main Top sail Stay sail  
and Reef Spanker heavy Gale from S.W. and  
wind canting to the West, at 3 A.M. more moderate  
left off S.W. & made sail wind N.W.  
Bark in sight bound South, Ship Rowling  
heavy and Shipping water on Deck, weather  
Cloudy no good Observations for days,  
Sea still keeps up from the N.W. Ship  
tight, Capt well & on deck about all  
night, so ends this day)

San Francisco S.P. Emmons Charter

Saturday Nov 6<sup>th</sup> 86 Dist Run 118 miles Sat  
All of this Day good breeze from N.W. Long  
with light Rain squalls and cloudy Bar  
weather, Sea from N.W. One Ship was  
in company bound South, (Capt well)

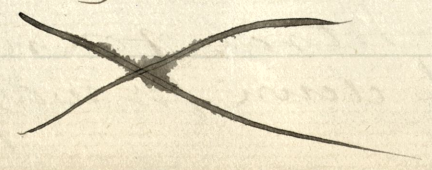
Sunday Nov 7<sup>th</sup> 86 Dist Run 232 miles Sat  
All of this day strong N.W. winds Long  
and squally with Rain, Split main Bar  
Topgallant staysail, (Capt well) Cool Run Bar

Monday Nov 8<sup>th</sup> 86, Dist Run 146 miles Sat  
First and Middle part good strong Long  
Breezes from the North & E, Latter Bar  
part very light air & Rain squalls, Bar

Tuesday Nov 9<sup>th</sup> 86, Dist Run 112 miles Sat  
All of this day fine with passing Long  
clouds, at noon wind N.W. fine Bar  
Sea smooth, (Capt well but Cross) Bar

Wednesday Nov 10<sup>th</sup> 86, Dist Run 210 miles Sat  
All of this day strong N.W. winds & squalls Long  
weather cloudy, Sea smooth, Bark Bar  
in company bound South, (Capt well) Bar

Thursday Nov 11<sup>th</sup> 86 Dist Run, 230 miles Sat  
All of this day strong winds from Long  
N.W. & West with heavy squalls, and Bar  
Rain, Sea smooth, weather Bar  
Cool, One vessel in sight,  
Capt well as usual but Cross,





# Ship Palestine from Cardiff.

Friday Nov 12<sup>th</sup> 86, Dist Run 200 miles - 16 Days Out  
 First and middle part strong West Sat 24.24 N  
 and N winds. Latter part fine Long 23.35 W  
 weather and moderate N.E. Trade Bar 30.10  
 winds. Changing sails. (Capt well) Bar 2 1/2

Saturday Nov 13<sup>th</sup> 86, Dist Run 117 miles Sat 22.40 N  
 All of this day fine weather but cloudy Long 24.19 W  
 wind light from N.E. Sea smoother Bar 30.10  
 Capt Well but out of sorts that work, Bar 1 3/4 W

Sunday Nov 14<sup>th</sup> 86, Dist Run, 170 miles Sat 20-01  
 All of this day good strong N.E. Long 25.39  
 Trade winds & cloudy weather Bar 30.10  
 with squalls & rain. (Saw one bird) Bar 1 1/2 Pt  
 Capt well as usual, 18 Days Out.

Monday Nov 15<sup>th</sup> 86 - Dist Run, 215 miles Sat 16.36 N  
 All of this Day strong N.E. Trades Long 26.38  
 & cloudy weather. Saw a Bark Bar 30.10  
 & some Fish. (Crew trimming coal) Bar 1 1/2 N  
 Capt well as usual, Ends more moderate.

Tuesday Nov 16<sup>th</sup> 86, Dist Run, 182 Sat 13.36 N  
 All of this Day good N.E. Trades Long 27.00  
 cloudy weather. Sea smooth, One Bar 30.10  
 Bark in company bound South, at Bar 1 Pt W  
 Noon weather Hazy & warm. Crew trimming coal

Wednesday Nov 17<sup>th</sup> 86, Dist Run 170 miles Sat 10.50 N  
 All of this day good N.E. & E & E Long 26.18 W  
 Trade winds. Sea smooth, weather Bar 30  
 warm. Some Petrel round, crew Bar 1 Pt W  
 cleaning up crew forward. Capt well,

Towards San Francisco, S.P. Emmons Master  
 Thursday Nov 18<sup>th</sup> 86, Dist Run, 180 miles (22 days Out)  
 All of this day good N.E. & E & E Trade Sat 08.02 N  
 = clear & cloudy weather. Saw a Bark Long 25.47 W  
 bound North. Set my signals to get Bar 30  
 Reported don't think he could make them Bar 1 Pt W  
 But too far off, at noon has the appearance of a  
 change of wind & a break up in the Trades,

Friday Nov 19<sup>th</sup> 86, Dist Run 71 miles Sat 6.53 N  
 All of this day Squally & wet weather Long 25.20 W  
 wind all around the compass. Saldam Bar 29.90  
 Hoar. (Caught a small Shark, too) Bar 1 Pt W  
 Barks in sight bound South. Capt Well  
 Lost the N.E. Trades in N. or North,

Saturday Nov 20<sup>th</sup> 86, Dist Run 27 miles, 24 Days Out  
 First & middle part calm & hot with Sat 6.29 N  
 Rain. Latter part light breeze Long 25.14 W  
 & heavy Rain. Several vessels in Bar 29.90  
 Sight bound South. at noon wind and Bar 1 Pt W  
 wind very light from the West. Capt well

Sunday Nov 21<sup>st</sup> Dist Run 68 miles Sat 5.21 N  
 All of this day moderate with Long 25.21 W  
 light squalls & heavy Rain, wind Bar 29.90  
 all around the Compass. Several vessels Bar 1 Pt W  
 in sight bound South, at noon tack to S.E.,  
 to day

Monday Nov 22<sup>nd</sup> 86, Dist Run, 50 miles Sat 4.54 N  
 All of this day light winds & squalls Long 24.43 W  
 with Rain, weather warm, several Bar 29.90  
 vessels in sight. Capt not in very Bar 1 Pt W  
 good humor has been aloft & finds things  
 chafing bad. Mates too big to get aloft  
 to look after things. My health is good today

no observation  
 to day. Rainy

25 day  
 Out  
 do  
 V.B.  
 to day



Ship Palestine from Cardiff Towards  
 Tuesday Nov 23<sup>rd</sup> 86, Dist Run 65 miles, Lat 3.53 N  
 First & middle part moderate breeze Long 24.44  
 is from S E & S E with cloudy weather Bar 29 <sup>90</sup>/<sub>100</sub>  
 at 5 am had a heavy squall from bar 19 ft m  
 S E & heavy Rain, split sails & furl all  
 the light sails, at 8 am began to moderate  
 made all sail, Bark in company, (Capt Well.)

Wednesday Nov 24<sup>th</sup> 86, Dist Run 36 miles, Lat 2.52 N  
 First & middle part light air & calm, Long 23.41 m  
 with heavy Rain, latter part Bar 28 <sup>90</sup>/<sub>100</sub>  
 weather finer & a light wind from bar 19 ft m  
 S. E, hoped have the S. E. Trades, (Capt Well)

Thursday Nov 25<sup>th</sup> 86, Dist Run 50 miles, Lat 1.53 N  
 All of this day very moderate S E Long 25.47 m  
 winds & hot, sea smooth, saw several Bar 29 <sup>90</sup>/<sub>100</sub>  
 vessels, One steamer bound north, bar 19 ft m  
 My log was wrong yesterday or I have had a strong  
 current setting to the N. E. W. (Something wrong)

Friday Nov 26<sup>th</sup> 86 Dist Run 120 miles, Lat 00-10 N  
 All of these 24 hours fine. all but a Long 26.48  
 few squalls with Rain, weather Bar 29 <sup>90</sup>/<sub>100</sub>  
 warm, Several vessels in sight bar 19 ft m  
 Capt well as usual, at noon wind light from S E

Saturday Nov 27<sup>th</sup> 86, Dist Run 145 miles, Lat 1.52 S  
 All of this day good strong S E breeze Long 28.10 m  
 & cloudy weather, Several vessels in Bar 29 <sup>90</sup>/<sub>100</sub>  
 sight, at 3 P M exchanged Longitude Bar 19 ft m  
 with the English ship Australia bound to Calcutta  
 his Log 26-55 West mine 26-54, Capt well  
 ends with cloudy weather, (31 Days Out)

San Francisco S. P. Commons Master  
 Sunday Nov 28<sup>th</sup> 86, Dist Run, 165 miles, Lat 4.14 S  
 All of this day strong S E winds and Long 30-16 m  
 cloudy, weather comfortable (Capt well) Bar 29 <sup>90</sup>/<sub>100</sub>  
 One Bark in Company quite near, bar 19 ft m

Monday Nov 29<sup>th</sup> 86, Dist Run, 175 miles, Lat 6.30 S  
 All of these 24 hours good strong Trades Long 31-27 m  
 & squally with Rain, weather comfortable Bar 29 <sup>90</sup>/<sub>100</sub>  
 ble, Capt well, crew at various work, bar 19 ft m  
 saw some flying fish, One Bark in sight  
 at 2 P M exchanged signals with the English Bark Gracie  
 Burns bound to Montevideo, his Log 30.33, mine 30.32 m

Tuesday Nov 30<sup>th</sup> 86 Dist Run 155 miles, Lat 9.04 S  
 All of this Day fine weather & moderating Long 31-55 m  
 to S E Trades, weather cloudy and Bar 28 <sup>90</sup>/<sub>100</sub>  
 warm, Capt well, crew cleaning bar 19 ft m  
 iron work & refitting jib boom & eye,

Wednesday Dec 1<sup>st</sup> 86, Dist Run 150 miles, Lat 11.29 S  
 All of this day fine weather and Long 32.42 m  
 light winds from East, saw two Bar 29 <sup>90</sup>/<sub>100</sub>  
 ships bound north but far off, bar 19 ft m  
 Capt not well to day, ends warm,

Thursday Dec 2<sup>nd</sup> 86 Dist Run 160 miles, Lat 13.56 S  
 All of this day fine & light Trades Long 33.20 m  
 from East sea smooth, at 9 am Bar 30 —  
 exchanged signals with a Swedish bar 19 ft m  
 Bark bound north, asked him to Report  
 me, Capt not well to day a touch of  
 cold on my bowels, (36 Days Out)  
 Ole Hog all Right

36 Days Out

89.45  
66.19  
23.27  
20.37  
2.52

89.45  
67.06  
22.42  
20.49  
1.53

89.45  
69.38  
21.10  
21.00  
00-10  
30 days to Equator

89.45  
70.29  
19.19  
21-11  
1-52

89.45  
72.46  
17.08  
21-22  
4-14

89.45  
74.46  
15.02  
21-32  
6.30

89.45  
77.10  
12.34  
21-42  
7-04

89.45  
79.25  
20.23  
21-52  
11.29

89.45  
81.43  
28.05  
22.01  
13.56



*(Old Hog all right again)*  
 Ship Palestine from Carcliff. Towards  
 Friday Dec 3<sup>rd</sup> 86 Dist Run 97 miles Lat 15.28 S  
 All of this day moderate breezes from S. & S. E. Saw several vessels bound north Bar 30 —  
 Ends with a squall from the East var 1 Pt W  
 and Rain, Set up Starboard side of the main rigging.  
 Exchanged signals with an English barkentine, asked him to  
 Report me.

Saturday Dec 4<sup>th</sup> 86 Dist Run 50 miles Lat 16.07 S  
 All of this day light air from S. & E. to East S. & S. E. with Rain squalls, weather warm, hope Bar 30 —  
 the Trades wont leave me here, Capt var 1 Pt  
 feeling very poorly to day, Ends nearly Calm

Sunday Dec 5<sup>th</sup> 86, Dist Run 40 miles Lat 16.23  
 First part squally & wet, middle Long 35.24  
 part Calm, latter part finer & wind Bar 30.10  
 Moderate from N. & N. W. which I never var 1 Pt  
 experienced in this latitude before, at noon  
 Tack to the South, Cap not well to day,

Monday December 6<sup>th</sup> 86, Dist Run 70 miles Lat 17.07  
 First part moderate breezes from South Long 36.17  
 At 5 P. M. squally & wet, at 7 P. M. Calm, Bar 30 —  
 at 11 P. M. squall from the S. & E. & Rainy var 1 Pt W  
 latter part strong breezes from S. & E. & Sea  
 from S. W. weather cloudy, bent jib spanker  
 fore Topmast staysail & mizen Topgallant  
 sail, At 2 P. M. Exchanged signals with Norwegian  
 bark Dona, asked to be Reported (Capt not well)

Tuesday Dec 7<sup>th</sup> 86, Dist Run 20 miles Lat 17.16  
 First part good breeze from S. & E. & misty Long 36.03  
 middle light air from S. & E. & more ship Bar 30 —  
 latter Calm & hot, Think the S. & E. Trades  
 are gone for good, never saw the like before in this lat

San Francisco S. P. Emmons Master  
 Wednesday Dec 8<sup>th</sup> 86, Dist Run 85 miles Lat 18.36  
 All of this day very light air from the East & S. E. with light Rain squalls, no Trades now, never saw such weather here before, One bark in company  
 Capt not well to day hope I am mending,

Thursday Dec 9<sup>th</sup> 86, Dist Run 140 miles Lat 20.52 S  
 All of these 24 hours fine weather Long 37.10 W  
 and light S. E. & East breezes, sea smooth Bar 30.10  
 nothing in sight at noon, Capt feeling var 1 Pt  
 a little better to day,

Friday Dec 10<sup>th</sup> 86, Dist Run 144 miles Lat 22.52  
 All of this day fine & warm & light Long 38.16  
 winds from East & S. E. sea smooth Bar 30.10  
 One bark in sight, (very near under the sun to day) Capt feeling some better to day

Saturday Dec 11<sup>th</sup> 86, Dist Run 102 miles Lat 24.11 S  
 All of this day fine but cloudy Long 39.30 W  
 with light breezes from East to S. E., Bar 30.10  
 One bark in company (Capt little better) var 1 Pt W  
 Past under the sun to day, and Determination

Sunday Dec 12<sup>th</sup> 86, Dist Run 120 miles Lat 25.46 S  
 All of this day moderate & fine, light breezes from S. & E. & S. E. & S. E. sea smooth Bar 30.10  
 some flying fish round, no vessels in sight, (Capt some better to day)  
 very sorry to day, Reading my old letters  
 and throwing them overboard, I dont  
 like to do it but think it best to do so



Ship Palestine from Cardiff Towards  
Monday Dec 13<sup>th</sup> 86, Dist Run, 175 miles Lat 27-15 S  
All of this day fine weather and long light & breezes, weather cloudy Bar 30—  
and happy, sea smooth, work at various Bar 1/4 N  
work, Capt not feeling very well to day

Tuesday Dec 14<sup>th</sup> 86, Dist Run, 75 miles Lat 28-12 S  
All of this day very moderate & long weather warm, light airs from N & E Bar 30—  
to S E, few light Rain squalls, change some of the sails, Capt feeling better than yesterday

Wednesday Dec 15<sup>th</sup> 86, Dist Run 90 miles Lat 29-17 S  
All of these 24 hours light variable winds & cloudy, at 5 PM had a squall Bar 29 7/100  
from S W with heavy thunder & light rain & heavy Rain fell all the light sails  
at dawn calm & hot, Capt the same as yesterday  
Bark in Company, Sea smooth,

Thursday Dec 16<sup>th</sup> 86, Dist Run 60 miles Lat 30-02 S  
All of these 24 hours light breezes from N & E to N S W & squally & wet Bar 29 6/100  
weather at dawn fine but cloudy bar quite an Old Sea from S, E, Capt feeling better,

Friday Dec 17<sup>th</sup> 86, Dist Run, 50 miles Lat 30-47 S  
First part of this day moderate & light squalls with Rain from N S W, middle about Calm, latter part moderate breeze from S E & cloudy, weather getting cooler, saw a plank in the water to day, some birds Round, Capt feeling better to day, (Hard chance this)

San Francisco S. P. Emmons Master  
Saturday Dec 18<sup>th</sup> 86, Dist Run, 154 miles Lat 32-17 S  
All of this day very squally from the S S E with Rain, sea from S E, carried away main Royal yard. sent it on deck for to be fished, split the sail, (yard was rotten), several vessels in sight, signalled a Swedish Bark bound north asked him to Report me, his letters were B. H. V. G. Capt Better

Sunday Dec 19<sup>th</sup> 86, Dist Run, 140 miles Lat 33-54 S  
All of this day very moderate breezes from S E & light Rain squalls, Bar 30—  
cloudy, weather, (Capt better to day) bar 6 East

Monday Dec 20<sup>th</sup> 86, Dist Run, 100 miles Lat 35-09 S  
All of this day fine weather and light S E & East breezes, sea smooth, Bar 30—  
few birds round, (Capt quite well) bar 1/4 N. E,

Tuesday Dec 21<sup>st</sup> 86 Dist Run, 130 miles Lat 36-47 S  
First & middle part fine & moderate breezes from N & E to N W, at 4 PM nice breeze from N W, & sea smooth, some birds round, seen scraping mast & cleaning iron work, Capt not feeling very well to day,

Wednesday Dec 22<sup>nd</sup> 86, Dist Run, 75 miles Lat 38-13 S  
First Changeable, at 1 PM had a squall from S W with Thunder lightning and heavy Rain, at 6 PM wind changed to S N & continued so the remainder of the 24 hours, at dawn fine weather & moderate breeze from S N, sea smooth & looks like soundings, Capt quite smart to day, has his up & cleaving — so ends this day

5-6 Days Capt



Journal Continued Towards San

Thursday Dec 23<sup>rd</sup> 86, Dist Run 90 Miles Sat 39.24 S  
All of this day fine weather & very Long 53.39  
Moderat, at 1 P.M. Sounded got no Bar 30  
bottom at 100 fathoms, Ends fine Bar 19.8  
with a light breeze from N.W., some birds  
Round, Capt not feeling very well,

Friday Dec 24<sup>th</sup> 86, Dist Run 100 Sat 40.29 S  
First & middle part fine & clear, wind Long 56.06  
moderat from N.W., at 2 P.M. wind chan Bar 30  
ged to S.S.W. & foggy, latter finer, at Bar 19.8  
or on Tacked to S.W., some birds round  
(Capt Comfortable) Saw a large Sun fish

Saturday Dec 25<sup>th</sup> 86, Dist Run 112 M Sat 41.27 S  
All of this day fine weather & a mod Long 57.12 M  
- erat breeze from S.S.E. to N.W. by way Bar 29.50  
of the East, some fog at Bar 19.8  
times, (Capt quite well) Christmas day,

Sunday Dec 26<sup>th</sup> 86, Dist Run, 90 Miles Sat 42.01  
All of this day fine, with a little Long 59.07  
fog, wind from N.E. to S.W. by the Bar 29.50  
South, at 4 P.M. saw a Steamer bound Bar 29.100  
South, Capt quite smart to day,

Monday Dec 27<sup>th</sup> 86, Dist Run, 135 Miles Sat 43.36 S  
First & middle part Strong N.E. & N.W. Long 62.24 M  
winds, at midnight Reefed the mainsail Bar 29.50  
& fired it & all the light sails, from Bar 1 1/2 M  
1. to 2 A.M. very heavy Thunder & sharp lightning  
as bad as I ever saw, latter part moderate  
made sail wind canting to S.W., at noon wind  
N.S.W. and weather clearing (Capt quite well)

Francisco S. P. Emmons Master

Tuesday Dec 28<sup>th</sup> 86, Dist Run, 45 Miles Sat 44.16 S  
All of this day very fine weather & light Long 62.43  
winds from all around the compass with Bar 30  
Calms, sea smooth, This is a warm summer Bar 1 1/2 &  
day such as I never saw here before (Capt well),  
This is hard weather to make a passage with so light,

Wednesday Dec 29<sup>th</sup> 86, Dist Run, 152 Miles Sat 46.15  
First & middle part fine weather & a good Long 62.51  
breeze from N.E. to West, at 4 A.M. wind Bar 29.70  
South & strong, fired the light sails, Bar 1 1/2 &  
weather clear, at noon wind S.E., moderate  
Capt quite well (only discouraged with a hard chance)

Thursday Dec 30<sup>th</sup> 86, Dist Run by Log, 139 1/2 Sat 48.30  
All of this day fine clear weather and Long 64.06  
a good breeze from South to N.W. Bar 29.30  
by the way of the East, Barometer quite low Bar 1 1/2 &  
low, down for the N.W. wind, Bent two staysails to  
day (good breeze) Capt quite well, at noon wind N.S.W.

Friday Dec 31<sup>st</sup> 86, Dist Run, 75 Miles Sat 49.31 S  
First 4 hours very fine & wind from N.W. Long 64.03  
The other 20 hours wind strong from Bar 29.50  
S.S.W. with heavy squalls & with rain Bar 1 1/2 &  
and hail Ship under short sail, at 6 P.M.  
were ship to the West to Ref Topsails, very squally,

Saturday Jan 1<sup>st</sup> 87, Dist Run by Log 60 Miles Sat 49.27 S  
First part of this day strong S.S.W. wind Long 65.56 M  
and heavy squalls with Rain & Hail, had Bar 30  
to cleve Topsails & on & fired light sails Bar 1 1/2 &  
at noon weather very fine and all sail set  
wind light from S.W. (Capt quite well) New years  
day at sea, (Fired one of my flags, weighed 214 lbs)

Saw a  
Penguin



# Journal Continued Towards San

Jan 2<sup>nd</sup> 87 Sunday Dist Run 75 miles Lat 49.54  
 All of these 24 hours moderate and long  
 fine & Clear most of the time, at Bar 29.50  
 Noon wind N, and Barometer bar 1 1/2 E  
 falling all. Sail set, water smooth,  
 Capt quite well, all quiet to day,

Monday Jan 3<sup>rd</sup> 87, Dist Run 120 Lat 51.49 S  
 These 24 hours commences with fine weather Long 64.29 W  
 & moderate breezes from N, at 8 PM Bar 29.50  
 wind changed to NNE at midnight bar 1 1/2 E  
 South weather cloudy & squally, fire the light  
 sails, latter part finer, made all sail wind NNE  
 and water smooth. (Capt well) Rose some new Ropes,

Tuesday Jan 4<sup>th</sup> 87, Dist Run 145 1/2 Lat 54.11  
 First & middle part strong winds Long 64.37  
 from N to North, at 5 PM squally Bar 29.50  
 & Rainy, at 9 AM made station bar 1 1/3  
 Island Baring SE, long way off, from 9 AM  
 to noon about Calm & weather fine, I think  
 my Chronometer is about 30 miles too far West

Wednesday Jan 5<sup>th</sup> 87, Dist Run 85 m Lat 54.55  
 This day Commences with a calm & Long 63.35  
 very fine & warm, at 8 PM had a Bar 29  
 heavy squall from N, fire all but lower bar 2 1/2 E  
 Topsails & Staysails, at midnight made sail  
 latter part very fine & nearly Calm, Cape St  
 Johns bearing by Compass N by N 1/4 N dist 14 miles  
 Bark in company, ends with light airs from S N  
 find by the bearings of St Johns that my Chronometer is  
 48 miles too far west, I don't understand it

# Francisco, S. P. Emmons Master

Thursday Jan 6<sup>th</sup> 87 Dist Run 100 miles Lat 55.10  
 First part of this day nearly Calm, at Long 63-05  
 6 PM good breeze from S N by S, at midn Bar 29.50  
 ght Squally & wind increasing fire bar 2 1/2 E  
 the light sails, at 2 PM very heavy squalls  
 & Rain at 4 Repea the Topsails & Main sail  
 at 6.30 came more ship to the West, more moderate  
 made sail at noon strong wind from SSW and  
 passing clouds, Signalled the Bark Wakefield  
 came East, asked him to Report me, (Capt well)  
 Chronometer 40 miles too far west by 10 B off St Johns

Friday Jan 7<sup>th</sup> 87 Dist Run 117 Lat 56.46 S  
 First part moderate, at 6.30 Calm Long 66.27  
 at 10.3 PM light breeze from N, Bar 29.50  
 middle & latter part good strong bar 2 1/2 E  
 breeze from N N W North, weather  
 cloudy & wet at times, at 10 PM exchanging  
 signals with an English Bark Shaving R.C.M.G

Saturday Jan 8<sup>th</sup> 87 Dist Run 96 miles Lat 57.45 S  
 First part strong N winds & cloudy Long 67-30 W  
 at 4 PM wind changed to West Bar 29.50  
 & blowing hard had to shorten sail bar 2 1/2 E  
 down to lower Topsails & Reef Foresail & Spanker  
 latter part strong Gales from West & squally  
 a heavy sea from the West, Ship Rolling heavy,  
 but tight & strong, (Capt well) Ends Calm

Sunday Jan 9<sup>th</sup> 87 Dist Run 100 miles Lat 59.02 S  
 All of this day very Changeable, first wind Long 70-01 W  
 West, at 8 PM nearly Calm, middle wind Bar 29.50  
 from N N W going to the North, at 4 PM N E Bar 2 1/2 E  
 and cloudy began to shorten sail, at noon wind North  
 and Barometer falling fast, weather looks dirty (Capt well) think soon

I think she must  
 be lost  
 about the 10th

Full Moon  
 to Day



Journal Continued Towards

*Monday Jan 10<sup>th</sup> - Dist Run 75 miles Lat 57.058*  
First part strong gales from the North Long 71-06.10  
& S.W. and wet, at 5 PM wind by Bar 29 <sup>60</sup>/<sub>100</sub>  
an t haul to S.W. at 7.30 PM more Bar 24 <sup>8</sup>/<sub>10</sub>  
Ship to N.W. wind S.W. Latter part fine  
wind West & moderate (Reckoning very much  
Out, (Capt well.) weather cold.

*Tuesday Jan 11<sup>th</sup> - Dist Run 60 miles Lat 57.313*  
First part strong S.W. wind & Squalls Long 72.24  
Middle more moderate & Cloudy, wind Bar 29 <sup>60</sup>/<sub>100</sub>  
West, at 5 PM more Ship to N.W. Bar 22 <sup>8</sup>/<sub>10</sub>  
nearly Calm, Latter part fine & light  
airs from East, a Westaleg Sea, Good Observations  
(Capt well), never saw such fine weather here before

*Wednesday Jan 12<sup>th</sup> - Dist Run 157 miles Lat 56.16*  
All of this day moderate breeze from Long 76.36  
the N & E and Cloudy with Rain Bar 29 <sup>50</sup>/<sub>100</sub>  
at times, Saw two vessels bound East var 24 East  
at noon thick & Raining, Royals fired wind  
under N & E & Canting to the North (Capt well)

*Thursday Jan 13<sup>th</sup> - Dist Run 96 miles Lat 55.228*  
First part of this day good strong Long 78.58  
S.W. & E, winds with light Rain and Bar 29 <sup>40</sup>/<sub>100</sub>  
a heavy sea from N.W. at 12 midn bar 24 East  
ght nearly Calm, at 4 AM Calm, at noon light  
airs from N.W. & Cloudy, all sail set (Capt well)

*Friday Jan 14<sup>th</sup> - Dist Run 86 miles Lat 54.21*  
First part strong breeze & good weather Long 80.21  
Middle Squally fired the light sail Bar 29 <sup>30</sup>/<sub>100</sub>  
at 8 AM Shortened sail & Reaped the Bar 24 <sup>8</sup>/<sub>10</sub>  
main sail, at 11 AM Calm all hands &

San Francisco S.T. Emmons Master  
Reefed the Top sail & Courses & fished them, at noon  
More Ship to N & E & have to under main Top sail  
main Spencer Reef Spanker & Fore Topmast Staysail  
Blowing very heavy from the North, sea making &  
Barometer falling, (Capt well) First heavy Gale,

*Saturday Jan 15<sup>th</sup> - Dist Run 36 miles Lat 54-01*  
All of this day heavy Gale & heavy Squalls Long 79-23  
all from the North & N.W. with a very Bar 29 <sup>100</sup>/<sub>100</sub>  
heavy sea. Ship Rolling heavy & Shipping var 24  
much water on deck. Drifting to the East.  
hard chance this, & the heaviest gale I have  
seen for a long time hope it will soon break

*Sunday Jan 16<sup>th</sup> - Dist Run 48 miles Lat 53.43*  
All of this day strong N & N.W. winds with Long 77-28  
heavy Squalls, Ship Sailing too, at 6 PM Bar 29 <sup>100</sup>/<sub>100</sub>  
made some sail, at 7.30 more Ship to the var 22 East  
South heavy Gale & a heavy sea, Ship worked well  
& did not ship much water, at noon wind then  
with heavy Squalls & mist, Barometer rose 1/10 now  
still, a very heavy sea Running Ship Rolling heavy

*Monday Jan 17<sup>th</sup> - Dist Run 59 miles Lat 53.11*  
First part strong Gale from the West Long 78 41  
& Rainy, at midnight Calm, at 4 AM Bar 29 30  
wind East & S.E. at 5 PM heavy Squalls var 24 <sup>8</sup>/<sub>10</sub>  
from the South & a bad sea on, Latter strong  
Gale from S.W. & S.W. by W, Ship under Reef  
and Labouring heavy, Barometer rises  
very slow, think the wind will go into the  
N.W. Wind backed round the Compass  
Saw a Bark bound North, Ends Cloudy



# Journal Continued Towards San

<sup>89 48</sup>  
<sup>59 46</sup>  
<sup>30 09</sup>  
<sup>20 30</sup>  
<sup>50 30</sup>  
 Tuesday Jan 18<sup>th</sup> 87, Dist Run 182 miles Sat 50.385  
 All of this day Strong S N Gale & heavy fog 81-19  
 Squalls with Rain & a bad Sea. Ship Bar 29 <sup>50</sup>/<sub>100</sub>  
 Rowing heavy & labouring heavy Pump Bar 22° &  
 Carefully attended but cant get much  
 water out. at dawn got good observation,  
 I find my dead Reckoning very much out.  
 weather is fine but squally (Capt well)

<sup>89 48</sup>  
<sup>61 11</sup>  
<sup>28 31</sup>  
<sup>20 18</sup>  
<sup>48 49</sup>  
 Wednesday Jan 19<sup>th</sup> 87, Dist Run 114 miles Sat 48.48  
 All of this day wind very Changeable Long 81-51  
 from S N to N N W & N to West, some Bar 29 <sup>75</sup>/<sub>100</sub>  
 times Strong & then light. Rainy at var 2 P M &  
 times, Sea smoother. Made Sail & Shortance  
 Sail, weather quite cool, (Capt Well)

<sup>89 48</sup>  
<sup>63 35</sup>  
<sup>26 13</sup>  
<sup>20 5</sup>  
<sup>46 18</sup>  
 Thursday Jan 20<sup>th</sup> 87, Dist Run 154 Sat 46.18  
 All of this day Strong winds from Long 83-00  
 the West & misty with Squalls, Sea Bar 29 <sup>90</sup>/<sub>100</sub>  
 getting smoother. Ends with misty Bar 2 P M &  
 weather & strong winds from the west  
 (Capt well) Barometer very high for  
 such weather, never saw it so before here.

<sup>89 48</sup>  
<sup>65 42</sup>  
<sup>24 06</sup>  
<sup>19 51</sup>  
<sup>43 51</sup>  
 Friday Jan 21<sup>st</sup> 87, Dist Run 147 miles Sat 43.57  
 All of this day Cloudy & misty Squalls Long 83 45  
 wind from S N to N N, Sea from S N Bar 30 <sup>20</sup>/<sub>100</sub>  
 Barometer very high, at dawn strong var 21° &  
 Breeze from N N W very Cloudy, (Capt well)

<sup>89 48</sup>  
<sup>68 22</sup>  
<sup>21 26</sup>  
<sup>19 38</sup>  
<sup>41 04</sup>  
 Saturday Jan 22<sup>nd</sup> 87, Dist Run, 173 miles Sat 41.048  
 All of this day good breeze from West & Long 84-12  
 N N W. Thick Fog, Sea smooth, all Bar 30 <sup>20</sup>/<sub>100</sub>  
 Sail set, weather getting warmer, (var 21° &  
 Capt well. had a good Run the last 24 hours

# Francisco S P Emmons Master

<sup>89 48</sup>  
<sup>76 33</sup>  
<sup>19 15</sup>  
<sup>19 23</sup>  
<sup>38 38</sup>  
 Sunday Jan 23<sup>rd</sup> 87 Dist Run 140 miles Sat 38.38  
 All of this day moderate winds from West Long 85 03  
 to N N W & Cloudy weather with mist Bar 30 <sup>20</sup>/<sub>100</sub>  
 all sail set, water smooth. Some birds Bar 18° &  
 Round. My Barometer is very high never saw it so  
 before in this Sat. (Capt well) good chance this  
 for Seward. Ends Fine but Cloudy,

<sup>89 48</sup>  
<sup>72 59</sup>  
<sup>16 49</sup>  
<sup>19 5</sup>  
<sup>35 58</sup>  
 Monday Jan 24<sup>th</sup> 87, Dist Run 153 miles Sat 35.58  
 All of these 24 hours fine weather Long 85 14  
 but cloudy, wind from N N W to Bar 30 <sup>20</sup>/<sub>100</sub>  
 S N, Sea smooth, few Birds Round Bar 17 1/4 &  
 Capt not feeling well to day, Ends Cloudy

<sup>89 48</sup>  
<sup>74 16</sup>  
<sup>15 02</sup>  
<sup>18 54</sup>  
<sup>33 56</sup>  
 Tuesday Jan 25<sup>th</sup> 87, Dist Run 130 miles Sat 33.568  
 All of this day dark Cloudy weather Long 86 28  
 and wind S N moderate, Lots of Bar 30 <sup>20</sup>/<sub>100</sub>  
 Birds round, even at various work Bar 16° &  
 Capt well as usual.

<sup>89 48</sup>  
<sup>76 24</sup>  
<sup>13 24</sup>  
<sup>18 39</sup>  
<sup>32 03</sup>  
 Wednesday Jan 26<sup>th</sup> 87, Dist Run 135 miles Sat 32.03  
 All of this day fine weather & light Long 88 31  
 winds from the S, S, E, weather Cloudy Bar 30 <sup>20</sup>/<sub>100</sub>  
 & warm, Changing Sail, Ends fine Bar 17° &

<sup>89 48</sup>  
<sup>77 06</sup>  
<sup>12 42</sup>  
<sup>18 24</sup>  
<sup>31 06</sup>  
 Thursday Jan 27<sup>th</sup> 87, Dist Run 58 miles Sat 31.068  
 All of this day light airs & Calms, & Rain Long 89 15 N  
 Squally from all around the Compass, at dawn Bar 30  
 light airs from N N E, Capt well, (but Cross) Bar 16° &

<sup>89 48</sup>  
<sup>79 20</sup>  
<sup>11 24</sup>  
<sup>18 04</sup>  
<sup>29 36</sup>  
 Friday Jan 28<sup>th</sup> 87, Dist Run, 90 miles Sat 29.368  
 First part of these 24 hours Rainy & light Long 87 47 N  
 Squally, middle & latter fine Clear weather Bar 30 <sup>16</sup>/<sub>100</sub>  
 and light N N winds, Sea smooth, few Bar 15° &  
 birds Round, (Capt well) Ends fine, crew fixing  
 Ship up for Port, Capt painting small Boat,



# Journal Continued Towards San

*89-48*  
*79-00*  
*10-48*  
*17-52*  
*28-40*  
Saturday January 29<sup>th</sup> 87, Dist Run 70 miles Lat 29.40 S  
All of this day fine weather & light Long 87-03 W  
winds from the N. W. Sea smooth Bar 30 <sup>10</sup>/<sub>100</sub>  
One ship in sight bound North w. Bar 1 1/4 E  
th us, no birds of fish sound left  
well & Painting, crew changing sails

*89-48*  
*79-37*  
*10-11*  
*17-36*  
*27-47*  
Sunday Jan 30<sup>th</sup> 87, Dist Run, 60 miles Lat 27.47 S  
All of this day very fine weather & Long 86.52 W  
light airs from N. W. to West, long Bar 30 <sup>15</sup>/<sub>100</sub>  
Sneal from the S. W., Two vessels in Bar 13<sup>1</sup>/<sub>8</sub> E  
Company bound North, Capt not feeling well,

*89-48*  
*81-09*  
*09-40*  
*17-19*  
*25-59*  
Monday January 31<sup>st</sup> 87, Dist Run 112 miles Lat 25.59 S  
All of this day fine weather and Long 88.37 W  
a smooth sea, latter part good Bar 30 <sup>20</sup>/<sub>100</sub>  
S & Trades, Three vessels in sight Bar 13<sup>1</sup>/<sub>8</sub> E  
Exchanged signals with the ship Louisiana 227.47  
bound to Mexico, asked him to Report me, Capt well

*89-48*  
*83-11*  
*06-37*  
*17-02*  
*23-39*  
February 1<sup>st</sup> 87, Tuesday, Dist Run 186 miles Lat 23.39 S  
All of this day good strong S & Trades Long 91-01 W  
with light squalls of Rain, nothing in Bar 30 <sup>20</sup>/<sub>100</sub>  
light to day, (Capt quite well,) all sail Bar 13<sup>1</sup>/<sub>8</sub> E  
Set, crew at various work, Ends fine, 9 Day Oct

Chy Logs differ in 24 hours Run 13 miles, many 199, Remd 186  
February 2<sup>nd</sup> 87, Wednesday, Dist Run 180 miles Lat 21.18 S  
All of this Day good strong Trade with Long 93.06 W  
light Rain squalls, bad weather for Bar 30 <sup>20</sup>/<sub>100</sub>  
Our work cant Paint on Tar, Ends Bar 1 1/4 E  
Cloudy, all sail set, Capt quite well

# Francisco S. P. & Emmons Chapter

*89-48*  
*81-09*  
*02-39*  
*16-27*  
*19-06*  
Thursday February 3<sup>rd</sup> 87, Dist Run 182 miles Lat 19.06 S  
All of this day good strong S & Trades Long 95.09 W  
& light Rain squalls, ship making Bar 30 <sup>10</sup>/<sub>100</sub>  
good time, nothing in sight to day Bar 1 1/4 E  
Crew Taring down the Rigger, Capt Painting,

*89-48*  
*88-59*  
*00-49*  
*16-09*  
*16-58*  
Friday February 4<sup>th</sup> 87, Dist Run 160 miles Lat 16.58 S  
Commences with strong S. E. Trades & Squall Long 96.44 W  
leg with Rain, middle & latter part Bar 30  
Light Trades & from East, nearly Bar 1 1/4 E  
under the Sun to day, Capt well & Painting ship  
Crew at various work, weather warm.

*89-48*  
*84-04*  
*00-44*  
*15-51*  
*15-07*  
Saturday February 5<sup>th</sup> 87 Dist Run 142 miles Lat 15.07 S  
All of this day fine weather & moderate Long 98.13 W  
Trades, weather getting warm, I am Bar 30  
to day & north of the Sun, had to change Bar 1 1/4 E  
operation to get my Latitude, Capt well as usual

*89-48*  
*87-09*  
*02-32*  
*15-32*  
*12-53*  
Sunday February 6<sup>th</sup> 87, Dist Run 160 miles Lat 12.53 S  
All of this day fine weather and Long 99.47 W  
a good Trade wind from East, Sea smooth Bar 30  
th, Plenty of flying fish sound to day Bar 3/4 E  
Capt quite well to day, Ends fine, good obs

*89-48*  
*85-16*  
*04-32*  
*15-13*  
*10-49*  
Monday February 7<sup>th</sup> 87, Dist Run 165 miles Lat 10.41 S  
All of this day moderate Trade wind, Long 101.30 W  
and fine weather, Good Observation Bar 30  
to day, Sea smooth & weather warm Bar 3/4 E  
Capt quite well to day, all quiet on board

*89-48*  
*83-39*  
*06-10*  
*14-54*  
*8-44*  
*10-00*  
Tuesday February 8<sup>th</sup> 87, Dist Run 196 miles Lat 8.44 S  
All of this day light winds from S & Long 101.59  
& Passing blunder, Did not get a Bar 30  
Good W. B. to day, Sea smooth, one Bar 3/4 E  
Bird sound Capt quite well, Ends cloudy



# Journal Continued Towards San Francisco

Wednesday February 9<sup>th</sup> 87, Dist Run 110 m Sat 7-15 S  
 All of this day fine & light S.E. Trade, Long 103-02 M  
 weather cloudy, ends with a good Bar 30—  
 Breeze & weather warm, Capt not feeling Bar 3/4 pt &  
 very well to day but at work hard,

Thursday Feb 10<sup>th</sup> 87, Dist Sailed 173 m Sat 4-14 S  
 All of this day fine weather & warm Long 104-35 M  
 Moderate breezes from S.E. & East Bar 30—  
 Capt feeling better to day, ends fine bar 3/4 pt &

Friday Feb 11<sup>th</sup> 87, Dist Run 148 miles Sat 02-50 S  
 All of this day moderate & fine Long 106-03 M  
 weather, Sun very hot, wind from Bar 30—  
 the, S.E., Capt Painting & Crew at Bar 1/2 pt &  
 various work, ends Hot, nothing to be seen  
 to day, (very strong tide Rips to day)

Saturday February 12<sup>th</sup> 87, Dist Run 148 Sat 00-54 S  
 All of this day moderate & hot with Long 107-31 M  
 showers, strong tide Rips, some Current Bar 30—  
 setting to the west, ends hot & nearly calm Bar 1/2 pt &  
 Capt not well to day, one of his bad spells coming  
 on. I have got cold, some Fish Rennel

Sunday February 13<sup>th</sup> 87, Dist Run 88 m Sat 00-17 S  
 All of this day very moderate & calm, Long 108-19  
 weather hot & sultry, (Capt not well) at Str Bar 30—  
 any Current setting N.W. about 1/2 knots per hour Bar 1/2 East

Monday February 14<sup>th</sup> 87, Dist Run 90 miles Sat 1-33 N  
 All of this day very moderate & light Long 109-52  
 Rain, wind from S.E. to South, Capt feeling Bar 30—  
 better to day, ends warm & not a living Bar 1/2 pt &  
 thing in sight to day, sea smooth, cleaning ship,

# Seward P. Enmons Chaster

Tuesday February 15<sup>th</sup> 87, Dist Run 80 miles Sat 2-50 N  
 All of this day fine weather & light winds Long 109-29 N  
 from S.E., sea smooth, few birds round, Bar 30—  
 Capt not very bright to day but at work Bar 1/2 pt &  
 Painting, crew at various jobs, ends fine,

Wednesday February 16<sup>th</sup> 87, D.S. 70 miles Sat 3-40 N  
 All of this day very moderate & Rain Long 110-15 M  
 ey. Calm at times wind all round Bar  
 the compass, sea smooth, Capt not very smart Bar  
 some Current setting N.W., nothing in sight to day

Thursday February 17<sup>th</sup> 87, Dist Run 55 miles Sat 4-33 S  
 All of this day fine weather & light Long 110-34 M  
 air from S.E., weather very warm Bar 30—  
 Capt comfortable to day, Painting Ship Bar 1/2 pt &  
 Outside, not a living thing in sight to day

Friday February 18<sup>th</sup> 87, Dist Sailed 65 miles Sat 5-33 N  
 All of this day very moderate & Long 110-37  
 Raining at times, light winds from Bar 30—  
 S.E. to South, Saw some Turtles Bar 1/2 &  
 Capt quite well, have chance this to make a Passage

Saturday February 19<sup>th</sup> 87, Dist Sailed 70 m Sat 6-44  
 All of this day very moderate; light Long 110-56  
 air from S.W. & very warm, sea sm. Bar 30—  
 ooth, sailors caught two fish, at dinner Bar 1/2 &  
 nearly calm, Capt quite well to day,

Sunday February 20<sup>th</sup> 87, Dist Sailed, 25 Sat 7-09 N  
 All of this day about calm air from Long 110-56 M  
 all points of the compass, weather very Bar 30—  
 hot, nothing in sight to day, Capt Bar 1/2 &  
 very low leg & down hauled, only 25 miles this 24 hours



Journal Continued Towards San Francisco, S. P. Emmons, Master

Monday February 21<sup>st</sup> 87, Dist Sailed 35 M Sat 7-29 N  
 89 48 71 52 All of this day very moderate & hot Long 111-26 W  
 89 71 52 at 2 P.M., Tacked to N.W., light airs Bar 30 -  
 14 10-27 from North to N.W. & E, at noon very warm, Bar 1/2 Pt. &  
 7 7-29 left quite well, and at work, Sea smooth

Tuesday February 22<sup>nd</sup> 87, Dist Sailed 30 M Sat 7-48 N  
 89 48 71 55 All of this day light airs from all Long 111-46 W  
 89 71 55 round the compass & Calms, Heavy Bar 30 -  
 09 17-53 Thunder & Lightning & heavy rain, at bar 1/2 Pt. &  
 14 10-08 Noon calm & warm (left very cross to day)  
 24 7-48

Wednesday February 23<sup>rd</sup> 87, Dist Sailed 40 Sat 8-15 N  
 89 48 71 37 All of this day light airs & Calms Long 111-50  
 14 10-08 with Rain, at 7 P.M. main Top sail Bar 30  
 24 7-48 Runners parted & down came the Top sail, & the  
 yard done some little damage nothing serious,  
 fixed the Chain & set the sail, at noon wind  
 moderate from East & light squalls, (left well)

Thursday February 24<sup>th</sup> 87, Dist Sailed 65 Sat 9-06  
 89 48 71 21 All of this day light airs & Calms Long 113-34  
 14 10-08 and very hot, nothing in sight to Bar 30 -  
 24 7-48 day, (left well & hard at work bar 1/2 Pt. &  
 Painting Cabin, Chats on the Gentlemen,  
 & sends Calm & very hot, hard chance  
 this, will make a long Passage this time,

Friday February 25<sup>th</sup> 87, Dist Sailed 20 M Sat 9-19 N  
 89 48 71 31 All of this day about Calm and Long 114-06  
 14 10-08 very hot, Hard chance this, few Bar  
 24 7-48 Birds Run, left well & Painting our  
 Cabin, we have had a strong current  
 the last 24 hours setting to the westward, about  
 one knot per hour

Saturday February 26<sup>th</sup> 87, Dist 160 Sat 11-54 N  
 89 48 71 52 First very moderate, at 6 P.M. Long 114-34 W  
 14 10-08 to day from N.E. in a Squall, middle Bar 30 -  
 24 7-48 part good breeze from N.E. & E, latter bar 1/2 Pt. &  
 part squally with Rain & heavy Thunder  
 and Light, Ends with Rain, left well  
 Took N.E. Trades in 2-00 North

Sunday February 27<sup>th</sup> 87, Dist Sailed 150 Sat 14-08 N  
 89 48 71 26 First & middle part very squalling Long 116-10 W  
 14 10-08 & Rainy, wind from S.E. to N.W. & E, Bar 30  
 24 7-48 latter part fine & wind N.W. & E, Sea bar 1/2 Pt. &  
 smooth, some birds Run & flying fish, left well

Monday February 28<sup>th</sup> 87, Dist Sailed 149 M Sat 16-19 N  
 89 48 71 32 All of this day good N.E. Trades & Cloudy Long 117-32 W  
 14 10-08 Sea smooth all sail set, plenty of Porpoises Bar 30 -  
 24 7-48 & flying fish round, lots of Birds round bar 1/2 Pt. &  
 left well & Painting Cabin, crew at various work

Tuesday March 1<sup>st</sup> 87, Dist Sailed 100 Sat 17-56 N  
 89 48 71 24 All of this day fine weather and Long 118-50 W  
 14 10-08 light N.E. Trades, at 10 A.M. made Bar 30 -  
 24 7-48 the land bearing N.E. by compass 50 miles, Bar 1/2 Pt. &  
 by Estimation, Perifagigedo Group I think the  
 Island nearest is Clarion Island, Ends fine  
 My Chronometer gives me Long 118-50 West, and by  
 the Bearings of the Island the Long is 118-60 (circled)  
 10

Wednesday March 2<sup>nd</sup> 87, Dist Sailed 140 Miles Sat 19-37 N  
 89 48 71 06 All of this day fine weather and Long 116-48 W  
 14 10-08 Moderate breezes from N.W. & E, and a Bar 30 1/2  
 smooth sea, I think my Chronometer bar 3/4 Pt. &  
 is 3-50 too far west, to Day, S. P. Emmons



# Journal Continued Towards San Francisco S. P. Emmons Chester

127 Days Cent

Thursday March 8<sup>th</sup> 87 Dist sailed 140 Lat 21-11 N  
 All of this day fine weather and light wind S by E 47  
 over E winds, Sea smooth, nothing in sight to day, Capt well & Painting over 3/4 E Bar 30 20/100

Friday March 9<sup>th</sup> 87 Dist sailed 160 miles Lat 22.47 N  
 First part of this 24 hours moderate & fine Long 121-01 W  
 Middle & latter strong breezes & cloudy Bar 30 10/100  
 with light squalls, wind from N & E to North Bar 3/4 E  
 Light sail, fished, (Capt well,) Took the Reel & Hook  
 up from below & put it in the Poop, cleaned the  
 fenders & secured the things on deck.

Saturday March 10<sup>th</sup> 87, Dist Run 150 miles Lat 24.26  
 All of this day strong S by E winds and Long 123.07  
 cloudy weather, some swell from N & E Bar 30 40/100  
 lots of birds round to day, (Capt well) Bar 3/4 E  
 At 7:30, A.M. went to wind my chronometers and  
 found the ship's chronometer had stopped, wound  
 her up & she ran 55 minutes & stopped again, I presume  
 she wants cleaning, winds more moderate, Bar high

Sunday March 11<sup>th</sup> 87, Dist Run 121 miles Lat 25.50  
 All of this day moderate breeze from N & E Long 124.55  
 to N by N, & very unsteady, plenty of Bar 30 40/100  
 birds round to day, quite a chop of Bar 10.55 E  
 a sea from N & E, weather cloudy, (Capt not well)

Monday March 12<sup>th</sup> 87, Dist sailed by Log 99 Lat 27.00  
 All of this day moderate and cloudy Long 126.06  
 weather, some birds round, a chop Bar 30 20/100  
 of a sea from N & E, nothing in sight Bar 3/4 E  
 to day, Capt well & at work home cleaning  
 Paint Locker, ends nearly calm & all sail set

# Journal Continued Towards San Francisco S. P. Emmons Chester

Tuesday March 13<sup>th</sup> 87 Dist sailed by Log 110 miles Lat 28.40 N  
 All of this day fine weather & cloudy Long 127-22 W  
 wind N by E & N & E, Sea from N & E, Bar 30 20/100  
 Plenty of birds round to day, (Capt well) Bar 1 Pt. E  
 Ends fine & pleasant, all sail set,

Wednesday March 14<sup>th</sup> 87, Dist sailed 96 miles Lat 30.07 N  
 All of this day fine & very light winds Long 127-50  
 from N & E to N E, at noon very Bar 30 20/100  
 near calm, lots of birds round Bar 1 Pt. E  
 to day, (Capt well & at work as usual)

Thursday March 15<sup>th</sup> 87, Dist sailed 51 miles Lat 30.47  
 All of this day very moderate & calm Long 127.51  
 at times, at noon light airs from Bar 30 10/100  
 the West & a smooth sea, plenty birds Bar 1 Pt. E  
 round to day, Capt well & at work in the cabin,

Friday March 16<sup>th</sup> 87, D.S. 35 miles Lat 31.11  
 First and middle part of this day Long 128.11  
 calm, latter part good breeze from Bar 30 10/100  
 N & E, & foggy at times, at noon Bar 1 Pt. E  
 Fine & clear, Capt quite well, (But Cross)

Saturday March 17<sup>th</sup> 87, D.S. 75 miles Lat 32.04 N  
 All of this day cloudy and moderate Long 128.36  
 wind from N & E to N & N, Sea from Bar 30 10/100  
 N N, plenty of birds round to day, Bar 1 Pt. E

Sunday March 18<sup>th</sup> 87 D.S. 37 miles Lat 32.29 N  
 All of this day very light airs & calm Long 128.09 W  
 One vessel in sight bound North Bar 30 15/100  
 (Capt well) mate round with his old  
 pipe enough to choke any one

I think my clock  
 is about 1-57 miles  
 too low as my  
 as I can judge

89.48  
 57.39  
 32.09  
 5.02  
 27.00

89.48  
 54.31  
 35.17  
 2.42  
 32.29



# Journal Continued Towards

Monday March 14<sup>th</sup> 87 Dist Suld 44 Lat 33-03

89 48  
54 21 All of this day very moderate, Light Long 127-31  
35-27  
2-24 air from SE to NW. heavy swell from Bar 30 <sup>20</sup>/<sub>100</sub>  
33-03 or NW, lots of Birds round, at noon bar 1 1/4 &  
clouding up & looks like fog coming  
Capt well & very uneasy (138 day Out)

Tuesday March 15<sup>th</sup> 87, L.S. 65 miles Lat 33-46

89 48  
54 22 All of this day very moderate and Long 126.23  
35-48  
2,000 a heavy swell from the Westward Bar 30 <sup>10</sup>/<sub>100</sub>  
33-46 since from NW to NW, weather bar 1 1/2 &  
cloudy, plenty of Birds Round (Capt well)

Wednesday March 16<sup>th</sup> 87, L.R. 40 Lat 34-15

89 48  
53 56 All of this day light air & Calm Long <sup>miles 125-34</sup> 126, 05  
35 52  
1-37 weather cloudy, at noon light Bar 30  
34-15 air from the South, sea from NW bar 1 1/2 &  
Capt well but uneasy, Poor Observations to day

Thursday March 17<sup>th</sup> 87, L.S. 77 miles Lat 35-13

89 48  
52 52 All of this day cloudy & light Long 124, 50  
36-56  
1-13 rain squalls, wind moderate Bar 30  
35-43 from the South & SE & SE, sea bar 1 1/4 &  
smooth, Logs & Reckoning very much out  
to day, I don't understand it, I never was  
more out of the way in one day, I had a good CB  
to day & was 11 miles out in Lat, ~~38~~ <sup>38</sup> Long, awful)

Friday March 18<sup>th</sup> 87, L.S. 94 miles Lat 36-45

89 48  
52 14 All of this day strong or NW & North Long 123, 59  
37-34  
49  
36 45 winds with squalls, short and Bar 30 <sup>10</sup>/<sub>100</sub>  
Sail & made it again saw two bar 1 1/4 &  
birds bound South, at noon wind increas-  
ing & sea making, don't see any land as yet  
to be certain of it Capt uneasy & did not sleep  
much last night



San Francisco, S. P. Commons Master

Saturday March 19<sup>th</sup> 1847 S 160.

Lat 37. 25

<sup>2948</sup>  
<sup>5154</sup>  
<sup>37-54</sup>  
<sup>26</sup>  
37-29  
Call of this day strong North winds Sang 122.40  
H clear, saw the land at day light Bar 30<sup>10</sup>/<sub>10</sub>  
at 11. 15 saw the Farelong, saw 2 vessels (var 16<sup>10</sup>/<sub>10</sub>)  
coming out of San Francisco Harbour,  
(My Chronometer is 2.2 miles too far West)

Sunday March 20<sup>th</sup> 1847 S 160.

Lat

Arrived at 11.30 P.M. Saturday Sang

143 days Passage Bar  
Bar



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1

A sketch of Capt Seward P. Emmons  
Sea faring life of 52 years

Born in Phippsburg Me Aug 14<sup>th</sup> 1825  
Son of Ezra W. and Jane S. Simington  
— Emmons. When I was six years of age  
my father moved to Georgetown Me. on  
Long Island. Two years later we moved  
to Back River where my Grand-father Benj  
Emmons lived, and carried on cooperage  
and building vessels also keeping a grocery  
store. At the age of eleven 1/2 years I commenced to go  
fishing with my father, in the summer time  
attending district school, in the winter. When twelve  
(12 1/2) years, went to Bath, to attend school there  
after that my father was engaged in the coasting  
trade, between Kennebec and Boston. I went  
with him and other Captains, for several  
years. In 1839 I joined the new ship  
Hamburg, of Bath as "Cabin boy"  
Commanded by Capt David Cutting  
of Phippsburg Me, and made a voyage to  
Apalachicola and returned to N.Y.  
Then came home and joined the  
Schooner Helen, Capt Edward Wood, in the  
Coasting trade between the Kennebec and Boston.  
The following winter remained at home  
and went to school. Summer of 1842, I was  
in the coasting trade with Capt Alfred Deas  
and others. Jan 1843 I joined the ship  
Gardner of Gardner Me - at Bath. Andrew  
Bradstreet Master, and went to Charleston  
S. C. There we loaded cotton and sailed for Liverpool  
Eng. After being at sea two weeks, we found



our ship leaking badly) Capt thought it un-  
 safe to proceed on the voyage so put in to  
 Bath Me for repairs. There the ship  
 was discharged and repaired. Then loaded  
 our cargo and proceeded on our way <sup>voyage</sup>  
 While on the passage from Bath to Liverpool  
 in mid Ocean I was washed overboard  
 from a stage I was at work on, as the  
 ship was passing me, the Captain threw  
 me a rope which I caught, and they  
 pulled me on board.

Arrived in Liverpool in June, discharged  
 our cargo, took in ballast, and came to  
 Boston and then I left the ship and joined  
 the brig Era Capt. Baxter. Went to  
 Philadelphia and Halifax, and back  
 to Boston. There I left the brig, and joined  
 the Bark Rainbow of Gardner Thomas  
 Sampson Master, and proceeded to  
 New Orleans. There loaded a cargo for  
 Baltimore. There I left the Barge and  
 joined the ship Richard Anderson and  
 went to New Orleans. There I left the ship  
 and joined the ship Sheffield of Bath Capt  
 John Smith Master, and went to  
 Liverpool, discharged our cargo and  
 loaded salt for Bath, and arrived  
 Aug 1844. The following winter

Attending School in Brunswick  
 Me the next summer I went  
 fishing with my father, in the Schooner  
 Annaborn, built by Drummond Cutting  
 of Phippsburg. That Fall I went to Boston  
 and joined the ship Kentucky and went



to New Orleans, and there David Hunkley and  
 I joined the ~~ship~~ B. C. Bailey, of Bath Me  
 Capt. Fitts and went to Liverpool and on  
 the passage in ~~the~~ St Georges channel in  
 a very heavy gale of wind and thick  
 weather, we came very near being  
 driven on shore between Holly Head  
 and Bardsey Island, and if we had  
 probably all hands would have been lost  
 as there was another ship in company  
 with us, which was driven on shore  
 and all were lost. After arriving in  
 Liverpool loaded for New Orleans. Then we left  
 the ship B. C. Bailey and joined the ship Laura  
 and came to Boston, from there came home to  
 Georgetown Me. After remaining at home  
 a short time, I went to Boston and joined  
 the Brig Almeda, Selman Rider Master  
 a Baltimore packet. After making two trips  
 to Baltimore I was made second Officer.  
 Continued in that capacity for a short  
 and then was promoted to First Officer  
 served in that capacity while in that  
 vessel. Then was transferred to the Barge  
 Wyman. Made several trips to Baltimore  
 then left and joined the barge  
 Lawrence. After being in her a short  
 time I joined the Brig Boston, as first  
 Officer, Capt. Nickerson, remained in her  
 until Oct-1847. On our last return trip  
 to Boston, in a thick fog we came in collision  
 with an unknown vessel. Lost spars and  
 sail. made what repairs we could and  
 got the vessel into Boston the next day



I returned home. After remaining there a short time I joined the New Ship Elizabeth as first Officer.

James Lambert Master, and went to New Orleans. There the ship loaded cotton for Liverpool, and I left the ship and joined the ship York of Boston. Capt James Pollard and we loaded cotton for Boston after discharging our cargo in Boston and loaded a cargo of ice we sailed for Appalachicola. On leaving Boston we struck on the rocks which caused the ship to leak badly, but we still continued on our voyage arriving at Appalachicola, and there we loaded a cargo of cotton, and proceeded to New York. Ship still leaking. On our arrival there Capt Pollard left the ship and Capt Henry Warner assumed command, and we sailed again for Appalachicola. Ship still leaking, on our arrival we found we could not procure a cargo there, so we sailed for Mobile. Ship still leaking, on our arrival at Mobile Bay the Captain left and went to the City to procure business, and left me in charge of the ship, and during his absence six of the crew refused duty, and wanted to leave the ship, and that I would not let them do, wanted them to remain on duty until the Captain returned. but they still refused to pump the ship or do any other duty. I then set my signal and called the United States Cutter, and they came to my assistance, and I stated my situation



to the Commander, and he tried to persuade  
 them to remain on duty until the Capt.<sup>ns</sup>  
 return, but still they refused to do so. He  
 then ordered them all, put in front and  
 confined in the ship's hold, and there they  
 remained until the Captains return.  
 Then he tried to have them return to their  
 duty but they still refused to do so. Then he  
 discharged them all, and sent them to Mobile.  
 He then shipped other men, and we proceeded  
 to Vera-Cruz - ship still leaking <sup>there</sup>. We loaded  
 a cargo of Government Stores for New Orleans  
 after discharging our cargo there, the ship  
 was docked and repaired. There we loaded  
 and sailed for Boston. After being at sea  
 one week, we found our ship leaking again  
 and we put into Havana. There we dischar-  
 ged the ship and made repairs. In Havana  
 we had a great deal of trouble with our crew  
 they being a very bad set of men, we had to put  
 them in prison and they remained there till the ship was ready for sea. Then  
 discharge them and ship a new crew.  
 After finishing our repairs, we sailed for  
 Boston and arrived in Dec-1848. There  
 the ship was sold to go to San. Francisco, and we all  
 left the ship. After remaining in Boston a short  
 time I returned home to Georgetown we remaining  
 there a few weeks, then returned to Boston and shipped  
 in the bark Helen Maria Solomon Howe master  
 as first Officer. We was employed in freighting  
 business between Boston and Baltimore until  
 1850 - Jan 1st 1850 I married Louisa  
 Hunkley of Georgetown we in Boston  
 continued in the bark until March 1850  
 then we returned home to Georgetown and



there I remained until Aug. Then I  
 went to New York, and joined the ship  
 Marithon of New Orleans, at first Officer  
 Capt Vandyke, and there we loaded a general  
 cargo, and stowage passengers, and sailed for  
 New Orleans. After being at sea one week we  
 discovered we had a case of Small Pox on board.  
 We still continued on our voyage, after several  
 days the second mate was taken down  
 with it. On our arrival at New Orleans our  
 ship was placed in quarantine after being  
 fumigated and cleaned. We were allowed  
 to go to the City and discharge our cargo.  
 We then loaded Cotton, and sailed for  
 Liverpool Eng. After a boisterous passage  
 we arrived, and discharged our cargo.  
 Then loaded a general cargo for New Orleans.  
 There we discharged this cargo, loaded a General  
 Cargo for Philadelphia. After discharging this  
 Cargo in Philadelphia we loaded a general cargo  
 for New and returned to New Orleans.  
 There we loaded ~~we loaded~~ again for Savannah  
 Ga. On arriving there <sup>and discharging our cargo</sup> we sailed for Philadelphia  
 in ballast. On arriving there I left the ship and  
 returned home to Georgetown Me. In Dec  
 1852 I was given command of the Schooner  
 Argo; I then proceeded to Portland Me and  
 loaded with plaster-paris, and sailed for  
 Baltimore. On arriving in the Chesapeake bay  
 in a thick fog I was run into, by a steamer  
 and carried away my bowsprit, and head  
 gear. When the fog cleared up I went in under  
 Point Lookout and anchored, and repaired  
 damages the best I could, and then



proceeded to Baltimore after discharging  
 my cargo. I repaired my vessel and  
 loaded corn and flour for Portland  
 and there I loaded ice for Petersburg Va.  
 From there I proceeded to Norfolk Va, and loaded  
 corn and flour, and returned to Portland  
 Me, From there I went to Georgetown Me  
 and gave the vessel up - July 1853 I went  
 to Boston and ~~then~~ bought an interest in the  
 bark Howland, and took Command and  
 sailed for Baltimore, with a cargo of ice  
 and from there loaded coal for Boston  
 After my arrival there the owners  
 sent me to Pensacola, to bring the brig  
 Ottemar home Capt. Ray, having died  
 with yellow fever. On my <sup>arrival</sup> at Pensacola I  
 found the brig looking badly, as there was no  
 chance to repair the brig there. I proceeded  
 to Mobile for repairs and after docking  
 and repairing the vessel. I loaded cotton for  
 Portland Me. Jan 1854 arrived in Portland  
 after discharging I loaded Roy and Molasses  
 for Boston, on my arrival there I gave the  
 brig up - and resumed command of the  
 bark Howland, again on Feb 25 - 1854, I  
 and loaded ice for Mobile. On the passage out  
 spoke the Clipper ship Wings of the Morning  
 from China bound for N.Y. - 1854 out  
 short of provisions, and supplied her  
 arrived in Mobile in April. There we loaded  
 cotton for Gottenburg. Sweden. Arrived  
 July - 4th 1854. There I loaded iron and  
 passengers for Boston and on the passage  
 I had trouble with my mate, and put him off



duty for going to sleep on his watch on  
 deck and he remained off duty until we  
 arrived in Boston Sept 1st. There I  
 loaded ice for Rio Janeiro and sailed Nov-1st  
 accompanied by my wife After being  
 at sea 10 days encountered a hurricane  
 and lost spars and sails and returned  
 to Boston. After making necessary repairs  
 James Hanpaltton was placed in command  
 and I returned home with my wife  
 to Georgetown, and remained there  
 until the bark arrived back to N.Y. in  
 July 1855. I then went to N.York and  
 assumed command. I then loaded with  
 Staves for Cadiz Spain. arrived Sept-1st. 1855  
 discharged and loaded <sup>and</sup> Salt Wine for New York  
 arrived in N.Y. Nov-1st. loaded there for Mobile  
 arrived in Mobile Jan 1st 1856. From there I  
 loaded cotton for Boston. arrived March-6-1856  
 loaded again for Mobile. accompanied by  
 my wife After being at sea. I discovered  
 that the ~~Standard~~ <sup>Standard</sup> had his wife stowed away  
 on my arrival in Mobile Apr-16- discharged  
 them both. Loaded again for Boston arrived in  
 June- after discharging and repairing. July 1st  
 1856- Sailed for Balis Mc. Loaded Deals  
 for Marseilles, arrived Aug-26- and loaded  
 here a general cargo for Boston. Arrived  
 in Boston <sup>Dec</sup> 31- after a very long and boisterous  
 passage of 70 days. Lost sails and spars Here the  
 bark loaded ice for Aspinwall Capt Field's  
 took command, and I returned home  
 for a rest June 15th 1857, went to Boston  
 and assumed command of the bark



Howland again, and proceeded to St John's  
 N. B. and loaded deals for Dublin - arrived  
 in Dublin Aug 3<sup>rd</sup> after discharging my cargo  
 sailed for Cardiff and loaded with Rail-road <sup>iron</sup>  
 and sailed for Charleston S. C. - On the first  
 of Oct. encountered a very heavy gale from  
 the North West - and lost sails - arrived in  
 Charleston Oct - 2<sup>nd</sup>. Here loaded with <sup>cotton</sup>  
 rice for Bordeaux France. I then left the bark  
 and put Capt Smith in command and  
 returned home to Georgetown Me, and  
 remained there until Apr - 13<sup>th</sup> 1858  
 John H. Pearson & Co sent for me to go to N York  
 and take command of the bark Gen Warren  
 On my arrival in N York - I chartered the bark  
 to load staves to go to Cadiz Spain, and there  
 I loaded a cargo of Salt for Boston. Arrived  
 in Boston Aug 10<sup>th</sup> after discharging  
 the cargo in Boston I gave up the bark and  
 returned home. Feb - 1859 took command  
 of the new bark Branch of Bath owned by  
 G. F. and J. Patten and sailed for Havana  
 with a cargo of box & hooks, after discharging ~~my~~  
~~our~~ cargo there, proceeded to ~~San~~ ~~Guasaca~~ Grand  
 and there loaded sugar for N. Y - arrived  
 in N. York May 25<sup>th</sup> Discharged cargo and  
 proceeded to Perth Amboy - and loaded a cargo  
 of Coal for Marseilles France. Sailed July - 11<sup>th</sup>  
 arrived Sept - 1<sup>st</sup> after a very pleasant  
 passage. On my arrival there I could not find  
 any owner for my cargo, and after advertising  
 and waiting a suitable time, and no one came  
 forward to claim the cargo, I tried to sell it  
 but could not get any offer for it.



then

10

Sailed and stoped at Malaga, could not  
sell it there, prosueded on to Cadiz, and there  
I sold the cargo of Coal, to be delivered at Gibraltar  
arrived Nov-25- Discharged my cargo and returned  
to Cadiz. There I loaded a general cargo, for N. York arrived  
in N.Y. Feb-24-1860-after unloading I loaded a general  
cargo for Havanna-arrived Apr 14th, discharged  
our cargo and took in balast and proceeded  
to Remedios and there loaded a cargo of sugar  
for London and sailed the 10th of June  
arrived July 19th 1860-after unloading I  
loaded a general cargo for Rio-Janeiro, sailed  
Sept 18th-arrived Nov-12-and there loaded  
a cargo of Coffee, for New Orleans I loaded  
8,000 sacks in one day-a good days work,  
Sailed Jan-10th arrived in New Orleans  
Feb-26-1861-There I loaded a cargo of Corn for  
Belfast Ireland <sup>sailed</sup> Mar-7-arrived May 16th  
Discharged cargo-took in ballast and sailed  
for Richibucto. N.B. ~~There~~ arrived July 1st  
1861-There my wife and son George  
joined me. There I loaded deals and returned  
to Belfast Ireland-arrived Sept-5-1861  
and there in Oct 21-1861 I sold the bark  
Twinhoe to a Spanish <sup>phoney</sup> at Bilbo Spain  
Then I came home with my wife and son  
in the steamer New York. June 25-1862  
went to Boston, and took Command of the ship  
John Patten, and proceeded to New River N.B.  
and loaded deals for Liverpool, arrived in  
Liverpool Sept-1st 1862-After discharging my  
inward Cargo I loaded coal <sup>for</sup> Singapore  
March 21-1863 arrived in Singapore after  
unloading my coal I took in balast for



and sailed <sup>for</sup> Bassein, there I loaded a cargo  
 of rice for England. Arrived for orders  
 Nov-25 at Queenstown Ireland, Dec 1st  
 received my orders, and sailed for London.  
 Arrived there Dec-6-1863-after discharging  
 my cargo of rice I took in Ballast and sailed for  
 Cardiff arrived Mar-22-1864-and there  
 I loaded a cargo of coal for Simminstown Cape  
 of Good Hope-sailed the <sup>last</sup> of March-after being  
 at sea ten days we discovered we had  
 a case of Small-pox on board I did not  
 think it prudent to proceed on my voyage  
 and I bore up for Gibraltar arrived there  
 on the 13th of April, and sent the man to the  
 Hospital, and <sup>he</sup> remained there <sup>I waited</sup> 14 days to be  
 sure that I would have no more cases  
 of the Small-pox. I then left and proceeded  
 on my voyage to the Cape of Good Hope  
 arrived there the 16th July-when I had the  
 ship about half discharged-my crew refused  
 duty. I reported my trouble to the American Consul  
 and he came on board and tried to  
 persuade them to return to duty but they  
 would not. Had them all ironed and  
 sent to Capetown and put in prison  
 and they remained there until the  
 ship was ready for sea. Then the  
 Consul went to them, and tried to persuade  
 them <sup>to return</sup> to duty and proceed on the voyage but  
 they still refused to do so. and I discharged  
 them all and shipped a new crew and  
 sailed for Natalmaie. Arrived there in  
 Nov-1864. Here I commenced to load a  
 cargo of timber for England. When



about half loaded, my crew or a part of them refused to work. I put them in irons, and sent them to prison and they remained there until the ship was ready for sea. As I did not think it best to force them to go in the ship I discharged them and shipped other men in their places. Sailed for Falmouth England - Feb - 1865. <sup>for Orders</sup> Had heavy weather off the Cape of Good Hope - From the Cape to the equator had fine pleasant weather. For twenty one days we had Studding-sails set on both sides. From the equator to Falmouth Eng - we had the usual fine weather for that season of the year. Arrived there July - 1st 1865, July 15th. Received my orders and sailed <sup>for</sup> Batham Eng.

Arrived at Batham on the 15th. After discharging our cargo of lumber we towed to London, and docked ~~the ship~~ <sup>for repairs</sup>, after finishing our repairs, we sailed for Newcastle Eng. Arrived in Nov - after discharging my balast, I loaded a cargo of coal for Martinique.

West India's and sailed Dec - 10th - 1865. Was 21 days getting down Channel. Had heavy westerly gales all the time. Discharged my pilot off Falmouth, and then proceeded on my voyage toward Martinique. Arrived Jan 6 - 1866 - after unloading my cargo, which was a long and tedious job. I took in balast and sailed for Savannah Ga. March 20th 1866 - arrived at St Thomas March 24th - - - Remained there three days. Shipped a mate and some more men to replace those who left at Martinique and then proceeded on my voyage to Savannah Ga. Arrived at Savannah Apr 15 - 1866 - The ship was placed in quarantine for 8 days. We then proceeded to the City. There I discharged my crew May - 20th



commenced to load cotton for Liverpool  
 June 13th sent a telegram to H. G. and  
 John Patten to send a matter for the ship  
 June 29. Capt E. W. Hill arrived in Savannah  
 and took command of the ship, and I returned  
 home to Georgetown Md. July 4th 1866. ~~After~~  
 In April 1867 - I bought out my uncle  
 Thomas Emmons. Grocery business. With  
 B. A. Hinckley as partner, also bought a farm  
 Continued in the grocery business, and farming  
 until Dec 1868. I then sold my farm to  
 Ezra F. Williams - and my interest in the  
 grocery business to Thomas E. Scott. At that  
 time George F. Patten, had just launched  
 the ship Tapani, and wished me to take  
 command of her, and I did so, and sailed  
 Dec 10th 1868 - with a cargo of hay for Savannah  
 and arrived there Dec 25. After discharging  
 my cargo there. I was ordered to Baltimore to  
 load coal for San Francisco. at \$7.25 per ton  
 After arriving in Baltimore. Docked the ship coaled  
 and coppered her and then loaded my cargo of coal  
 and sailed for San Francisco. Apr 1869. (and arrived  
 after a very long passage <sup>Had heavy weather off Cape Horn</sup> of 165 days, and found my  
 ship chartered for Liverpool with grain. at three pounds  
 ten shillings per ton. Discharged 1800 tons of coal  
 and loaded 1800 ton of wheat in 18 days, and sailed  
 Oct 1st 1869. Had fine weather to Cape Horn. but  
 had heavy westerly gales rounding Cape Horn  
 and up to 40 Lat in the South Atlantic  
 Captain was taken sick put into Pernambuco  
 for <sup>Jan 1870</sup> medical treatment and then I left the ship  
 and gave command to the mate and he  
 proceeded to Liverpool with the ship, and I



Came home by steam by the way of N York  
 After remaining home for a time I was able to go to  
 Liverpool and join my ship again, arrived  
 there in March. In a few days the ship arrived  
 in Liverpool. I then took command <sup>of her</sup> again, after  
 discharging my cargo. I docked the ship and recalled  
 her and recoppered her. I then loaded a cargo  
 of coal and general merchandise for San  
 Francisco and sailed in June for that port.

Had fine weather to the equator from then to the Straits  
 of Lemaire. About four days after leaving the Straits  
 of Lemaire I discovered a strong odor of coal  
 tar and gas between decks. I feared the coal  
 might be on fire and we tried to find out <sup>what it was</sup> but  
 could not find where it came from. I still  
 kept on my course, to Lat  $57^{\circ}47'$  South  
 Long  $70^{\circ}16'$  West. Aug. 26 - We made a thorough  
 investigation and found our ship <sup>really</sup> was on  
 fire. It was then blowing a very heavy gale  
 from the North West cold and freezing. I then  
 ordered the ship kept off, and headed for the land  
 and all ventilation stopped to keep the fire down  
 and during that night no one could stay  
 below the smell of coal gas was so great.  
 On the 27 - it was still blowing a gale, and  
 heavy weather with snow. At noon we discovered  
 a ship to the eastward of us. I kept off and run  
 down to the ship with signal of distress set.  
~~When I reached the ship~~ <sup>it</sup> proved to be the ship  
 Matchless bound for San Francisco.  
 I told the Captain our situation and asked him  
 if he would take us on board, which he  
 consented to do. We hove to both ships  
 and we left our burning ship in the boats.



and after a hard struggle with the winds and waves as the sea was running high we reached the Matchless in safety. I abandoned my ship in Lat 56-50 South - Long 66-40 West. South of Cape Horn. The days being very short at that season of the year - The ship was not seen after 4 PM and then there was clouds of smoke coming out of her hatch. I think she must have burnt up that night as she was never seen afterwards. (Our crew consisted of 22 men). Bad weather and high winds continued for 14 days. Then it moderated and we spoke an English Barque bound to Valparaiso who took 7 of our crew on board - at the end of 14 days more spoke an American bark bound to Concepcion who took 7 more of my crew on board and the remainder of the crew came to San Francisco. Arriving there about the 20th of November 1870. Remained there about two weeks. Settled up my business and returned <sup>home</sup> over land to Georgetown. Me - arriving home in Dec 1870.

Dec-1871. G. F. & J. Patten sent for me to go to Savannah to take command of the ship John Patten. I left home Dec-3 and went to N.Y. from there by steamer to Savannah. Arriving there the 15th of Dec. Capt. Hill then gave up the command of the ship John Patten to me. I found the ship about half loaded - for Havre France. After completing my cargo. I sailed for that port. Arriving there in March, after stormy winter passage with the loss of one man, who fell from a loft and was drowned. After discharging my cargo of cotton. I took in ballast and proceeded to Cardiff Wales.



and loaded a cargo of rail-<sup>way</sup> ~~road~~ iron for New Orleans and sailed May 1st. When about half way across the Atlantic I fell in with the English bark Mozart from Savannah with timber bound for England, water-logged and abandoned sent the mate on board. She appeared to have been in that condition for some time. Arrived in New Orleans the first of June after a very pleasant passage and after discharging my cargo at Algiers (opposite New Orleans) freights being very low I hauled the ship up, and returned home by steam by the way of N.Y. - Arriving home in Aug - 1872 - I remained home until Jan - 1873 - Then the owners of the Bombay wished me to go to Savannah and take command of the said ship. Jan - 22 - I left Bath. for Savannah by the way of New York and steamer to Savannah arriving there Jan 30th - On my arrival there Capt Gordon gave the ship up to me, and went home. I found the ship about half loaded. Finished loading in Feb. and sailed for Liverpool <sup>on the</sup> ~~on the~~ passage. Had heavy gales and lost sails, and sprung the rudder head, repaired it as best we could, arrived in Liverpool in March, and went into Victoria Dock and discharged my load of cotton, and made all necessary repairs. I chartered the ship for Boston, and loaded a general cargo for that place and sailed in June. After being at sea two weeks our ship commenced to leak badly - and the leak still increased, it got to be so bad that I did not think it prudent to proceed on my voyage, and I returned to Queenstown (Ireland)



for repairs. On my arrival there I had a survey on my ship, and they ordered the ship discharged for further survey. Then we had another. Then we found it necessary to calk the ship from the copper up. This being done, we reloaded our cargo again and sailed for Boston. On the 25th of Aug 1873 had a heavy gale of wind from the North west split sails and lost top gallant yard. Had trouble with my mate, and he refused to obey my orders and I put him off of duty for the remainder of the passage. Arrived in Boston Aug 28th. After discharging my cargo I gave up command of the ship to Capt. Work and returned home to Georgetown Me Jan 1877. William W. Moser of Bath Me built the ship Palestine and gave me command of her. After taking in ballast the ship was towed to Boston, and loaded for San Francisco and sailed Apr 13th. With a general cargo. Had very fine pleasant weather to Cape Horn. From Lat 50 in the Atlantic to Lat 50 in the Pacific had heavy gales and bad weather. From then to San Francisco, we had the usual weather for July and Aug. Arrived Sept 1st.

After discharging my cargo the surveyors ordered the ship re calked - from copper up and the decks. I then chartered the ship for Liverpool. and loaded a cargo of grain and sailed Nov 15 - 1877. Had fine weather to Cape Horn. and passed in sight of "Lizgo Rocks" with light Westly winds.



Had strong westly winds and rough weather off the Falkland Islands. Then fine weather to the equator. Had the usual weather for March and April. Arrived in Liverpool the first of May - 1878. After discharging my cargo of wheat, I chartered the "Palestine", to load coal for San Francisco, and sailed the last of May. Arrived in San Francisco Oct, after a pleasant passage. Discharging my cargo and finding that freights were very low I laid the ship up back of "Goat Island" to wait for higher rates. After waiting there seven months <sup>in the meantime my wife and son joined me</sup> I loaded wheat and sailed for Queenstown Ireland for orders, and my wife & son accompanied me on the voyage. Had fine weather and light winds to the equator. From there to Cape Horn, heavy gales, and head winds. and sprung the head of the foremast. From Cape Horn to the equator in the Atlantic, light head winds. Passed in sight of the "Van-Martin <sup>Is</sup> Rocks" and the Island of Trinidad. When crossing the equator "Old Neptune" visited ~~us and inquired~~ Hailed the ship and wanted to know if there was any of his boys on board. The mate told him there was. Then he came on board over the "port" side dipping with water and called for his sons. There being two on board he proceeded to initiate them <sup>as this was the first time they had crossed the equator</sup> ~~as was his custom~~ by shaving them and he proceeded to do so after lathering them with tan and grease he shaved them with his long iron razor. My little boy, when he saw Old Neptune shaving



the boys was very much frightened  
 and came running to me and  
 begging me not to let him share him  
 I told him if he would give Neptune some  
 tobacco I guessed he would let him  
 pass the Equator with out being shaved  
 He went into the Cabin and got the tobacco  
 and gave it to him. Then Neptune <sup>left with</sup> bidding  
 us good <sup>bye</sup> and wished us a pleasant  
 passage. and we proceeded on our voyage  
 Had the usual Atlantic weather for  
 Sept and Oct - Arriving at Queenstown  
 in Nov-1879 - after a long passage of  
 167 days. After remaining here five days  
 before sailing I sent my wife and son  
 Seward, home by - Steamer, by the way of  
 Boston. ~~Our~~ Friends at home was very  
 anxious about us, as we had such a long  
 passage and had about given us up  
 as lost. The first news that my son  
 George had was a telegram from his  
 mother in Boston upon her arrival there  
 The first news that her brother in George-  
 town had of our arrival, was when my  
 wife walked into his home with her little  
 boy one evening. Sailed from Queenstown  
 Nov-20th for Havre Arriving there the 25th  
 Discharging my cargo I took in ballast and  
 proceeded to Cardiff to load coal for Singapore  
 arrived in Cardiff Jan-24-1880  
 Discharged my ballast, and took in 2200 tons  
 of coal, and sailed the last of Feb, for  
 Singapore. Had pleasant weather to the Lat of  
 23 South in the <sup>South</sup> Atlantic, passed in sight of -



the Island of Trinidad and <sup>the</sup> Van Martin  
 rocks. Off the Cape of Good Hope had heavy  
 westerly gales to 40 South. Passed between the  
 Islands of Amsterdam and St. Paul in a gale  
 of wind. Then moderate weather to the Straits  
 of Sunday. In the Straits was boarded by the  
 natives and bought a supply of fruit and  
 other vegetables. From Sunday to Singapore  
 had fine pleasant weather. Passed through Banker's  
 Straits, and the Straits of Singapore. Arriving  
 at Singapore June 5th 1880 Discharged <sup>my</sup> cargo  
 took in ballast and sailed for Bassorah by the way  
 of the Straits of Malacca. Arriving there Aug 1st  
 After discharging my ballast, I took in  
 2200 tons of rice, and sailed for Falmouth  
 England for orders. Had squally weather  
 and heavy rains to the Equator. Strong westerly  
 winds off the Cape of Good Hope. After  
 passing the Cape had usual weather  
 to the equator. Passed in sight of the  
 Island of St. Helena. From the equator  
 to Falmouth pleasant weather. Arriving there  
 Dec 15 1880. Received my orders and sailed  
 for Bremerhaven arrived in Bremerhaven  
 Dec 25 Christmas Had heavy weather  
 in the North sea. Discharged my cargo of  
 rice. And took in ballast and sailed for  
 Cardiff. Feb 1881 Had very bad weather  
 in the North sea and English channel  
 Arrived in Cardiff March 1st, and  
 dock the ship into "Parnarth dock"  
 discharged the ballast and loaded a  
 cargo of coal for San. Francisco  
 sailed the last of March moderate



weather to the Equator and also  
 to Cape Horn. Strong gales and  
 cold weather off the Cape, from there  
 to the Equator. Moderate gales and  
 fine weather, from the Equator, to San-  
 Francisco, usual weather for July  
 and Aug. - Arrived Aug - 10th - 1881 -  
 After discharging my cargo, I laid the  
 ship <sup>up</sup> in Oakland Creek for several months  
 waiting for a rising freight. Jan - 1882  
 I loaded a cargo of wheat for Liverpool  
 England - Sailed the first of Feb. Had  
 usual weather to Cape Horn for the winter months.  
 Strong westerly gales off the Cape.  
 After passing the Falkland Islands, had  
 moderate weather to the Equator. From there  
 to Liverpool had usual weather for Spring  
 months in the North Atlantic. Arriving  
 in Liverpool in April - 1882, and  
 went into Victoria Dock, and discharged  
 my cargo of wheat. Then loaded a cargo of  
 Rail-way iron for San Francisco, Cal.  
 I then gave command of the ship Palestine  
 to Capt. J. H. Skews. He sailed the last  
 of April and proceeded to San Francisco  
 arrived there in Sept. I returned home  
 to Georgetown Me. by steamer from  
 Liverpool. I remained at home until  
 Nov - then went out over land to San-  
 Francisco and resumed command  
 of the ship, again freight; being very  
 low, I laid the ship up in Oakland  
 Creek to wait for better rates, and  
 remained there until Jan - 1885 - 2 years  
 - 4 months -



I then chartered the ship for  
 Dublin Ireland and loaded a cargo  
 of Wheat of 2200 tons, arriving there  
 in July and after discharging  
 my cargo I proceeded to Cardiff  
 and loaded a cargo of coal for San  
 Francisco, sailed in September for that  
 place. Had moderate weather to Cape Horn  
 then strong westerly and south-west  
 gales, to the Island of Juan Hernandez and  
 passed very near to it. Thence fine weather  
 to San Francisco, arriving there Jan-1886  
 and delivered my cargo of coal to the Pacific  
 Mail Co. I then chartered the ship for  
 Plymouth, England, and loaded a cargo of 2200  
 tons of wheat, and sailed the first of March  
 and arrived there the first of Aug-1886  
 after a pleasant passage, discharged my  
 wheat and took in ballast, and sailed for Cardiff  
 arrived at Cardiff Sept-23- Went into Penarth  
 dock, discharged my ballast and loaded a cargo of coal  
 for San Francisco, and sailed the 1st of Nov-  
~~I had a pleasant passage to Cape Horn. Passed through~~  
~~the Straits of Lannair, had heavy westerly gales~~  
~~off the Cape and up to lat 40 south~~  
~~where moderate weather to the equator~~  
~~Thence fine weather to San Francisco, arriving~~  
~~March 22-1887~~



and when loaded, sent the ship into Cardiff Roads to wait for a crew and while waiting, had an easterly gale and got our anchor fouled and the ship struck adrift. Made sail and anchored under Penarth Head while there the wind changed to the west, and we had another gale from that point, and during the gale, parted the chain and lost the anchor and fifteen fathoms of chain. Made sail and went back to Cardiff Roads, and anchored. Having but one large anchor, used the stream anchor also, with a ten inch hose attached. The two anchors held the ship, until the next day. I did not consider the ship safe as she was, so I got a "Tug boat" and put the ship on the mud flats at high tide. I could not get an anchor and chain in Cardiff so I went to Liverpool and got an anchor and chain ~~there~~, and had them sent to Cardiff and put on board the ship. Then had a survey held on the ship, and they reported the ship all right to proceed on her voyage. The next morning, had a another gale from the East. The ship struck adrift commenced to heave in the chain and when we got the anchor in sight we found the flukes were broken off and gone, and two rings were gone.



from the stock. I proceeded down  
 channel - and the next day at 1-30  
 o'clock discharged my pilot, off  
 Not-Bay and proceeded on our voyage.  
 At 4-30 P.M. - Passed Lunda Island  
 wind some lighter and rain  
 Oct-28-1886. Nov-5- Had heavy gales  
 from the South West. Bark in sight bound  
~~for the South~~ From here to Lat 24 North  
 fine weather and moderate breeze. Took  
 the Trade Winds, in Lat of 28 North. Lost  
 the North-east Trade Winds in Lat 6 North  
 Nov-27 exchanged signals with an  
 English ship bound to Calcutta  
 Crossed the equator in Long-27 West  
 Nov-28 Had strong South-east Trade winds  
 Lost the south-east Trade winds in Lat of 18  
 South Dec-27- Strong gales from the  
 South-West. Jan-1st 1887- Lat 49 South  
 Strong gales from the South West. Jan-4  
 made Staten Land to the South, I think  
 my Chronometer puts me about  
 40 miles to far to the west, by the  
 bearings of the land. Jan-5th passed  
 Cape St John 14 miles distant Lat of  
 56 South, Strong gales from the South to  
 South-West - From 56 South to the equator  
 quite pleasant weather and thence to  
 San Francisco, the usual weather for  
 this time of the year. Arrived Sunday  
 March 20th ~~1887~~ 1887 After an average  
 passage of 143 days. After discharging  
 my cargo of coal. I laid the ship up  
 in Oakland Creek waiting for business



Oct-1887 I chartered the ship to  
go to Seattle, after a cargo of coal  
took in ballast and sailed Oct 10th  
Arrived at Seattle Nov-1st. Discharged  
my ballast, and took <sup>in</sup> 220 tons of coal  
and sailed for San Francisco. Dec 1st  
Arrived at San Francisco Dec-15th  
After discharging my coal I laid the  
ship up in Oakland creek. Feb-1888  
Sold the ship Palestine for 31,000 dollars  
and returned to Georgetown Me  
to my home and retired from  
the sea after 52 years of sea life,  
S. P. Commons.